

Capturing the Action
Combat Camera Teams Document the Navy's Efforts



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ALL HANDS

MAGAZINE OF THE NAVY MAY 2003



Policing the GULF



[Number 1031]

ALL HANDS

16 Trained & Ready

March

[On the Front Cover]

Members of **USS Valley Forge's (CG 50)** VBSS team head out from the ship to begin an inspection.

Photo by PH1(AW) Shawn Eklund

[Next Month]

Pick up a copy of *All Hands* as we celebrate 100 years of flight by taking a sneak peak at the future of naval aviation.

Being ready is something that military members stationed in the U.S. Navy's 5th Fleet area of responsibility (AOR) understand well. Ever since Jan. 1, 1949, when the Navy established its first command in the Middle East — the Persian Gulf Area Command — they have been demonstrating their abilities in this region of the world.

[Features]



Photo by PH1(AW) Shawn Eklund

20 Policing the Gulf

Sailors from **USS Valley Forge (CG 50)** are out policing the Arabian Gulf day and night, boarding suspicious vessels, looking for contraband cargo and herding smuggler traffic back to where they are supposed to be. These Maritime Interdiction Operations (MIO) boarding teams are enforcing the United Nations mandated sanctions against Iraq.

The Hunt 28

On station with **USS Mount Whitney's (LCC/JCC 20)** crew of 560 is the Combined Joint Task Force – Horn of Africa (CJTF-HOA). The task force has approximately 1,300 service members – 400 aboard **Mount Whitney** and another 900 at Camp Lemonier, Djibouti, a tiny country seated centrally in the Horn of Africa region. The task force can track terrorist activity in nearby Kenya, Somalia, Ethiopia, Eritrea and Sudan, as well as Yemen, the location of the deadly October 2000 attack on **USS Cole (DDG 67)**.



Photo by PH2(SW) Michael Sandberg



Photo by JOC(SW) Robert Benson

34 Capturing the Action

When world events turn ugly, Navy teams of highly-trained, combat-ready photographers, journalists and Sailors in other ratings, are ready to deploy at a moment's notice. These Combat Camera teams provide valuable photographic documentation of the Navy's efforts and go everywhere.

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Photo by PH2 (SW) Michael Sandberg



.50-Cal Training

Photo by PH2 Todd Frantom

Aviation ordnancemen conduct .50-caliber training on the fantail of **USS *Kitty Hawk* (CV 63)**. The training exercises familiarize Sailors with the weapons and establish procedures for the protection of the ship.

Presidential Presence

Photo by PH3 Joshua Karsten

Sailors form the backdrop for President George W. Bush as he addressed the crowd at Naval Station Mayport, Fla., on Feb. 13, 2003.



Speaking with Sailors

Master Chief Petty Officer of the Navy
MCPON (SS/AW) Terry D. Scott

These Questions are From an All Hands Call During a Recent Visit to San Diego

Q: Why have our recent pay raises been “targeted?”

A: A common misunderstanding when you hear about pay raises is that it’s often viewed as an across the board pay raise. Although everyone in uniform received at least a 4.1 percent raise this year, some received a larger percentage. The intent of this initiative is to restructure the existing pay tables to be more comparable with civilian pay.

We’ve found that the majority of our junior pay grades compare rather favorably with the civilian sector, however mid-grade to senior enlisted pay compares with only about 50 percent of civilian earnings.

Prior to this restructure of the pay tables, they have remained virtually unchanged since the 1950s. The restructuring has been long overdue. The new pay chart was designed to reward Sailors for advancing, instead of longevity in pay grade. The pay grades that are receiving the largest pay increases are the ones that have been the most out of proportion with their civilian counterparts for several years now.

Targeted pay raises aren’t a fix-all solution to

Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

the pay structure, but it is certainly a great first step in the right direction.

Q: Why can’t we have the Command Advancement Program (CAP) at shore installations?

A: One of my main concerns is to keep promotions at an optimum level for all Sailors. The largest single retention factor is advancement.

Expanding CAP to ashore commands would work against that goal. Sailors who get promoted from the CAP program are top-notch Sailors, but many times they’re in a rating that’s already over-manned. Which may explain why it was difficult for them to advance to begin with.

The CAP program is designed to reward those who deploy. And just like any other incentive program aimed at compensating Sailors who serve at sea, such as Career Sea Pay, I wouldn’t want them offered ashore

and minimize the value we place on sea service. And with the large number of shore commands potentially filling the remaining advancement quotas, there is an increased likelihood that those most deserving of advancement might not get selected. Our promotion system advances to vacancies, and a shore CAP program would significantly throw off advancement reliability.


The biggest key to advancement up through first class petty officer is to be as prepared as possible for the advancement exam. Accomplishing this puts you ahead of a majority of your peers right off the top. 



Photo by JO1 Preston Keres

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All Hands
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Awards of Magazine Excellence
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Editor,

I am 18 years old, in my senior year of high school and am in the Delayed Entry Program. I just wanted to say that I love reading this magazine. Since I joined the Navy as a signalman, I’ve been excited about leaving for the Navy. Even though I don’t leave until Aug. 22, 2003, I look forward to it by reading this great magazine.

Thank you.

Jason Santos

have made and those you have yet to make.

You Are The Cream Of The Crop — the group of Americans who willingly defend our great nation by land, air and sea. I am proud to stand behind President Bush and the men and women who enable me to live in this great, free nation of ours.

May God bless, keep and guide you all.

**Charity and Sheila
(U.S Navy Wives)
San Diego and Everett, Wash.**

Editor,

I would like to take a moment to thank each and everyone for the ultimate patriotism that you are showing. Never have I been more proud to be a Navy wife. I thank you for all of the sacrifices that you

Editor,

I just wanted to tell you how much I enjoy reading your magazine. My son’s recruiter gave us a copy of the January and September 2002 issues. They are full of information and it gives

Mail Call

Letters to the *All Hands* Editor

us a better understanding of the Navy. Our son is now in his second week of boot camp at Great Lakes, Ill.

David and Mary Long

Editor,

Your article, “How Safe Are You” had one flaw. When watching a program put on by the New York Police Department, a man from their Theft Department said [homes were broken into and valuables were take] but none had broken windows or locks broken. They finally arrested the guys

and found out they were getting in through sliding glass doors. They would open the sliding door the same way they are installed — by pulling out bottom portion and pulling the door down. They also reinstalled door afterwards.

Simply placing a broom stick or piece of wood in the door frame doesn’t help. They suggested putting dead bolts into the top and bottom frame of each section of the sliding doors.

**Beverly M. Belote
Naval Branch Clinic – Audiology
Point Mugu, Calif.**



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NAVAIR on the Road to Sea Power 21

“**N**aval Air Systems Command (NAVAIR) is clearly out front in supporting the CNO’s (Chief of Naval Operations) Sea Power 21

vision,” said VADM Richard Mayo, Commander, Naval Network Warfare Command (NETWARCOM), during a recent visit to NAVAIR Patuxent River, Md.

Mayo talked with NAVAIR leaders about the potential for collaboration on the development of network centric warfare and the Navy’s information operations (IO) mission. NAVAIR Vice Commander RADM Bert Johnston hosted Mayo on a tour of NAVAIR’s state-of-the-art research, development, test and evaluation facilities.

Mayo is responsible for developing an entirely new warfare area – information operations.

NETWARCOM’s mission is “to act as the Navy’s central operational authority for space, network management and information operations in support of naval and joint forces afloat and ashore; to operate a secure and interoperable naval network that will enable effects-based operations and innovation; and to coordinate and assess the Navy’s operational requirements for space, infor-

mation technology and information operations. NETWARCOM also serves as the naval component commander to U.S. Space Command as Commander, Naval Space Command.

“We see tremendous potential in working with NAVAIR on developing IO,” said CAPT James McGovern, director, Information Operations Division, who accompanied Mayo on the tour.

Mayo also expressed interest in working with NAVAIR on “Sea Trial” – the CNO’s process for fleet-driven innovation. NETWARCOM, in partnership with the Navy Warfare Development Command, will facilitate Sea Trial on behalf of the Commander, Fleet Forces Command.

As described in *Sea Power 21*, these commanders will “reach throughout the military and beyond to coordinate concept and technology development in support of future war-



Chief of Naval Operations ADM Vern Clark outlining *Sea Power 21*, the Navy’s new operational construct, at the 52nd Annual Current Strategy Forum at the Naval War College.

fighting effectiveness.

The systems commands and program executive offices will be integral partners in this effort, bringing concepts to reality through technology innovation and the application of sound business principles.”

For related news, visit the Naval Air Systems Command Navy NewsStand page at www.news.navy.mil/local/navair.

Story by Amy Behrman of the public affairs office, NAVAIR, Patuxent River, Md.

NKO Gives Sailors Single Point Access to the Future

Developing Sailors professionally and personally is now as easy as “point, click and learn,” thanks to Navy Knowledge Online (NKO). One of the many successful products of the Navy’s Revolution in Training, Sailors now have the ability to instantly access and manage their careers through NKO, the Navy’s knowledge management portal.

The delivery vehicle for Chief of Naval Operations ADM Vern Clark’s initiative to revolu-

tionize the Navy’s training and education structure, NKO is a key component of the Naval Education and Training Command’s integrated delivery system for lifelong learning initiatives, personal development and knowledge management.

The revolution is providing Sailors throughout the fleet with new educational tools and training opportunities to learn, lead, grow and excel.

Starting at accession and continuing throughout their entire Navy careers, Sailors will now have instant access to the NKO Web site, connecting them with the information, expertise and opportunities required to support their professional and personal development.

NKO has registered more than 30,000 users since its debut last fall, providing them access to education and training opportunities in their respective occupational fields. Sailors using NKO can engage in real time collaboration with peers,

mentors and subject-matter experts around the world.

Likewise, as Sailor continuums are created for every Navy occupation field, they will be posted to NKO, providing Sailors vital interaction with their professional and personal growth and development process. Several continuums will begin populating NKO by the end of 2003.

“This is going to allow Sailors to access what is most important to them; the information required to excel, both professionally and personally,” said RADM Kevin Moran, commander, Naval Personnel Development Command. “It is going to allow Sailors to take maximum advantage of the tools and opportunities available to them, no matter where they are stationed or deployed.”

NKO has been specifically designed to be user friendly for Sailors throughout the fleet. With vital links to each Sailor’s professional continuum, personal development programs,



Chief of Naval Operations ADM Vern Clark speaks with reporters shortly after the establishment ceremony held for Naval Personnel Development Command (NPDC). NPDC has developed Navy Knowledge Online, a Web-based management portal designed to support the growth of all Sailors.

Shipmates

Aviation Ordnanceman 1st Class (AW) Brad A. Clouse

of Naval Air Maintenance Training Unit, Oceana, Va., received the John W. Finn Aviation Ordnanceman of the Year Award for 2002 from The Association of Aviation Ordnancemen. Clouse provided more than 520 instructional hours on F-14 and F/A-18 air-to-air and air-to-ground weapons systems as a “C” School Instructor. During the awards banquet held in Virginia Beach, Va., Clouse had the opportunity to talk with John Finn, who received the Medal of Honor during World War II.



specific learning centers and various Navy e-Learning initiatives available through the Internet, Sailors will be able to maximize centralized resources.

“NKO is a great example of what the Navy’s Revolution in Training is doing for our Sailors,” said MCPON(SS/AW) Terry Scott, Master Chief Petty Officer of the Navy. “This is going to give Sailors a single access point to all their professional and personal development milestones and the training and education resources that support their success. I strongly encourage Sailors to log on to this site, become familiar with it and use it to manage their careers.”

To learn more about the Navy’s Revolution in Training, visit Navy Knowledge Online, at www.nko.navy.mil.

For related news, visit the Naval Personnel Development Command/Task Force EXCEL Navy NewsStand page at www.news.navy.mil/local/tfe.

Story by JO2 Edward Flynn, assigned to the public affairs office, Naval Personnel Development Command, Norfolk

Wasp Sailor Turns Author With Book Of Poetry

After a year and a half of pouring his thoughts on paper, 14-year Navy veteran Aviation Structural Mechanic 1st Class (SW/AW) John G. Heatherly II, hit the market with his debut book entitled *Earth Whispers*. The book of poems includes more than 100 pieces offering Heatherly’s philosophical glimpse of life, love, death and earth. It also contains an underlying message on how looking past the odds helped him succeed.

“If someone would’ve told me I was going to be a published poet in high school, I would’ve never believed it,” said Heatherly, a native of Brooklyn, Miss. “I also wouldn’t have believed I was going to do 14 years in the Navy. I saw myself chopping pork wood the rest of my life. It just shows you can do whatever you want, if you just get up and do it. I used to just write for myself; now I’m an author.”

Heatherly’s early misperception of himself was partly cred-

Around the Fleet

ited to southern Mississippi's agricultural-driven economy and dropping out of high school.

"In school, I couldn't write anything," Heatherly said. "From eighth grade through high school, I was placed in remedial classes. I was always a slow learner. I have more of a mechanical mind. Because of it, I lost patience and dropped out. Yet now, writing poetry is second nature."

When he's not juggling metaphors and rhyme schemes, Heatherly works as one of the ship's leading aircraft mechanics aboard **USS Wasp (LHD 1)**. While underway, he works long hours fixing and rebuilding pistons, shafts and hydraulic lines.

While deployed for half of 2002 in support of **Operation Enduring Freedom**, **Wasp** carried various jets and helicopters. Heatherly labored long hours making sure both the ship's aircraft and his book were ready for take off.

"During my off time, I researched information on copyrights, Library of Congress and publishing," said the 34-year-old Sailor. "Publishing was the most difficult. Most publishers were reluctant to touch



A trio of USS Wasp (LHD 1) Sailors wait patiently to purchase an autographed copy of **AS1 John Heatherly's** first book, **Earth Whispers**. The book of poetry includes more than 100 poems offering the author's views on life, death, love and earth.

poetry. I was constantly rejected. Sales revenues shows poetry isn't in high demand. They were only interested in fiction.

"Finally, I hooked up with a publisher who let me illustrate and design my own cover. They're promoting it on the Internet. The next step is to get it on shelves."

Heatherly's family members were stunned when they discovered the country boy from Mississippi's back woods wrote

poetry. "I couldn't believe what I was reading," exclaimed Heatherly's father, John Heatherly I. "I don't know where he gets his talent from. His mother and I found out about his poetry at his grandfather's funeral two years ago. They were extremely close, and so he wanted to write the eulogy. It was beautiful. From then on, we encouraged him to keep writing."

"The follow up to 'Earth

Whispers" is due out next summer," said Heatherly. "I have 30 poems completed so far. Also, I'm writing a novel on mountain men. I'm writing more now because writing frees me from the constraints and obligations of the world."

While it is true you can't take Heatherly from the woodlands, you can't just classify him as just some old lumber-chopping country boy. Despite his technical skills and education, he pulled off 14 successful years in the Navy and is well on his way to becoming Mississippi's own Walt Whitman.

For related news, visit **USS Wasp's (LHD 1)** Navy NewsStand page at www.news.navy.mil/local/lhd1.

Story and photo by SM3(SW/AW) Derrick M. Ingle who is assigned to the public affairs office, USS Wasp (LHD 1)

Carrier Sailor Shares 'Gift to the World' Through Art

It may be difficult for some people to serve in the military and find time to

pursue their passion, but one Sailor aboard America's only permanently forward-deployed aircraft carrier has found a way to mesh the two.

Aviation Boatswain's Mate 2nd Class (AW) William Tanner of **USS Kitty Hawk's (CV 63)** air department has aspired to become a professional artist since he was in the fourth grade. Things didn't go as he had planned, so now he uses his talent to contribute to the institution that he has proudly served for eight years.

"I always had the ability to draw and paint, and I just knew that I would do that for a living," Tanner said. "When that didn't happen, I thought I had failed. But as I matured, I realized that I was meant to share my talent in another way."

Tanner was given his first opportunity to display his artwork when he was stationed aboard **USS Independence (CV 62)**. He was asked to paint Navy themes and slogans on doors and walls throughout his department's spaces.

"My senior chief at the time always saw me drawing in my free time and asked me if I would like to paint something for everyone to see. I jumped at the opportunity."

That was in 1996, and since then, Tanner has painted the "Don't Tread on Me" theme in the flag passageway aboard **Independence** and most of the murals displayed around base at "Hawk's" forward-deployed operating location of Yokosuka, Japan.

When people walk in Club Alliance near the entrance to Fleet Activities Yokosuka, they can't help but notice the artwork that covers almost every wall. According to Tanner, that's probably what most people associate him with.

"I'm proud of the work I did

at the 'A Club.' It's something that gives the building life, and it's an honor to know that my God-given talent made that possible," said Tanner.

Tanner added he has been presented with several opportunities to pursue a career in the art world, but he's quite content with having the best of both worlds.

"I know for a fact I could get out and make a living using my gift, but I'm dedicated to completing my naval career. I enjoy the fact that I can continue to serve my country and have the opportunity to express myself through art. I wouldn't change a thing."

Yokosuka's Morale, Welfare and Recreation department is responsible for providing Tanner with the opportunity to paint and airbrush different buildings around the base. He enjoys sharing his gift, he said, but doesn't charge a fee for his talents. He started his own business where he offers custom sketches and air brushings.

"Art is my passion and my hobby, and it's great to be able to earn money providing a service for others. On top of that, I enjoy doing it. I get paid to be productive during my off time. It's great!"

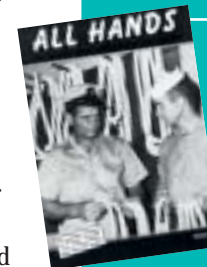
Tanner draws his inspiration from his mom who was also an artist. He once thought he had failed his mom because he was not a world-renowned artist, but he has since changed his thoughts on that topic.

"I'm responsible for some art on Hawk and most of the art on base. People from all over will see what I've done, and that's how I've shared my gift with the world."

For related news, visit the

Time Capsule

This month we look back in the *All Hands* archive to see what was going on in the month of March. To view these issues in more detail on the Web, go to www.news.navy.mil/media/allhands/



43 Years Ago - 1960

On the cover, **BMC W. E. Coley**, boss of the CINCPACFLT boathouse at Pearl Harbor, and his assistant **BM3 W.V. Meadows**, checked mooring lines used by his trim craft on harbor runs. *All Hands* did a story on **USS Greenwich Bay (AVP 41)** which had just completed its 11th Persian Gulf cruise. We also looked at Sailors and their birthdays. The story covered many cakes made by various ships, but the winner, with a cake weighing 3,000 pounds, was **USS Leyte (CVS 32)**.



28 Years Ago - 1975

This cover shows **USS Tarawa (LHA 1)** and **USS Saipan (LHA 2)** which had the combined features of an LPH, LKA and LPD. This was a big step toward making the Navy's surface ships bigger and better. **USS Virginia (DLGN 38)** was also covered in this issue because it was the lead ship in a new class of vessels designed to provide anti-aircraft and anti-supmarine protection. She was our fifth nuclear frigate and cost the nation about \$297.2 million. We also had a Fleetwide cartoon contest. **YNCS Gerald M. Avera's** submission won.



18 Years Ago - 1985

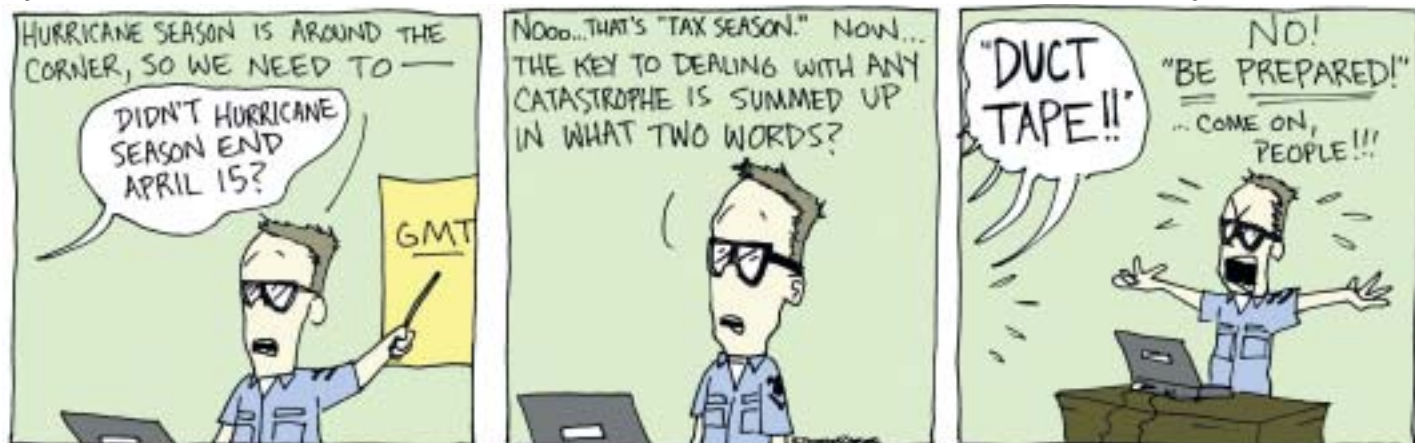
The cover of this issue shows **USS MacDonough (DDG 39)**, and **USS Talbot (FFG 4)** in the Chilean inland waterway on their way to **UNITAS XXV**. *All Hand* covered Seamanship School, which taught Sailors the basics of working at sea. We also had a story on **Admiral of the Navy**

George Dewey's squadron during the Battle of Manila Bay in 1898. This battle was the first American victory in the international arena since the Mexican War.

Ricky's Tour

By J02 Mike Jones

mikejones43@hotmail.com



Commander 7th Fleet Navy NewsStand page at www.news.navy.mil/local/c7f.

Story by J03 Jeff Williams who is assigned to the public affairs office, **USS Kitty Hawk (CV 63)**.

Frigate Sailors Save Entangled Sea Turtle

While out to sea, it isn't rare for a lookout to spot debris floating in the water. But when a lookout aboard



Photo by EW2 Brian Rash

Search and Rescue Swimmer ENS Brian Brodin (right) frees an entangled sea turtle from a net and lines as **EN2 Daniel Davis** (below, left) and **ENS Chad Bibler** (above, left) assist in holding the sea turtle steady. The Navy is very much concerned about the welfare of creatures with whom we share the sea.

USS John L. Hall (FFG 32), currently underway in the Eastern Pacific, recently saw a large object thrashing in the water, it was obvious something was a little out of the ordinary.

The ship pulled alongside the object and discovered the "debris" to be a 4-foot-long sea turtle entangled in a mass of lines and netting.

With that, **John L. Hall** Sailors quickly manned a rigid-hulled inflatable boat (RHIB) and lowered it into the water. The RHIB came alongside the sea turtle and deployed a pair of search-and-rescue (SAR) swimmers to better assess the turtle's predicament and to do what they could to help it escape.

"There was netting, rope, twine and fishing line wrapped everywhere," said **ENS Brian Brodin**, one of the SAR swimmers. "There were even fish that I had to hit away to keep them from eating him."

With scissors in hand, the SAR swimmers, along with members of the boat crew, worked diligently to cut the layers of line wrapped around three of the turtle's four flippers.

"It looked as if he had been in his situation a long time from the amount of sea growth that had formed on the top of his shell," said **ENS Chad Bibler**, the small boat officer.

After nearly 30 minutes of work, the sea turtle was finally free of its entanglement and swam away on its own.

For more news from around the fleet, go to the Navy NewsStand Web site at www.news.navy.mil.

Story by LTJG Travis W. Conley who is assigned to the public affairs office, USS John L. Hall (FFG 32)

NNMC Conducts New Colonoscopy Study

Every year, more than 50,000 Americans die from colon cancer, and about 5 percent of all Americans will be diagnosed with the disease during their lifetime.

Yet, according to statistics, less than half of American men and women over the age of 50 have ever had any screening for colon cancer; less than 20 percent of this population has ever had a colonoscopy.

Although the screening test is recommended for people age 50 and up, the American Cancer Society advises that screening may begin at an earlier age if there are risk factors of family history or a prior colon cancer history.

At **National Naval Medical Center (NNMC)**, a new screening test for colon cancer is being tested on clinical patients. It will determine if health care professionals can detect the presence of polyps without inserting an invasive endoscope or tube into the colon as used in conventional colonoscopy.

This alternative method to traditional examinations is based on a joint yearlong study conducted by NNMC, Walter Reed Army Medical Center and Naval Medical Center San Diego.

"Virtual colonoscopy is the latest technology that uses a computer tomography (CT) scanner and computer virtual reality software to create a 3-dimensional image of the colon," said **LCDR Perry Pickhardt**, staff radiologist and Gastro-Intestinal Radiology service chief. "It is much less invasive than conventional colonoscopy."

This non-invasive procedure uses air to expand the colon,

instead of a scope or tube. Once the air is "puffed" into the colon, a 3-dimensional image is created based on the X-ray images from the CT scanner.

This "virtual" image provides health care professionals with an accurate evaluation of the entire colon, abdomen and pelvis. Traditional colonoscopy, on the other hand, is limited to examining only the inner colon surface, according to Pickhardt.

Besides eliminating the "invasion" of a tube or scope, virtual colonoscopy requires no sedation, anesthesia or hospital stay. Patients can go home immediately after the procedure and resume their normal activities.

The Navy and Army study to use virtual colonoscopy as the screening test of choice for polyp detection began with a protocol written at NNMC.

"Other medical facilities are following our protocol," says Pickhardt. "Our goal is to have between 1,200 to 1,500 patients from all three hospitals volunteer for the study. At present, a total of about 600 patients have been tested. So, we're almost halfway into reaching our goal."

According to Pickhardt, volunteer patients undergo this scopeless screening test and then immediately undergo conventional colonoscopy for comparison. By comparing the two tests, it can be determined how many polyps were detected and how many polyps were missed.

He also says that, from a society's standpoint, virtual colonoscopy would result in a significant reduction of cancer deaths. However, about 10 percent of healthy Americans over the age of 50 will have a large polyp that is precancerous. Once the polyp is removed, the threat of cancer is also removed.

Although the screening study is being conducted on

patients, Pickhardt emphasizes that NNMC is not administering the examination on a large scale until the efficacy of the study is proved. The hope of this joint effort is to show that virtual colonoscopy can be used as a stand-alone screening exam on patients who have significant polyps.

At present, preliminary results indicate that patients prefer virtual colonoscopy because of the comfort and convenience. Also, the accuracy of the test is comparable to conventional colonoscopy. Based on these results, Pickhardt says he believes that the study can be used for polyp screening in the future.

"The bottom line is that conventional colonoscopy is more expensive and more invasive," adds Pickhardt. "About 80 to 90 percent of patients would avoid the need for the more invasive test because they would not have a polyp. However, those who do have polyps of a significant size (over 5 cm.) would undergo conventional colonoscopy."

The final results of NNMC's virtual colonoscopy screening study will be published by the end of the year. If the results prove that this less invasive procedure maintains the same accuracy rate of detecting polyps (about 90 percent), then NNMC's long-term goal is to have this procedure replace conventional colonoscopy for initial screening.

"We want to be able to offer patients a more comfortable and less intimidating alternative to conventional screening methods," says Pickhardt. "With colon cancer being the third leading cause of death, we can treat this preventable disease with early detection."

For related news, visit the National Naval Medical Center Navy NewsStand page at

www.news.navy.mil/local/nnmc.

Story by OS2 Wendy Kahn who is assigned to the public affairs office, National Naval Medical Center, Bethesda, Md.

Reservists Instrumental in Major Drug Bust

Two Naval Reserve aircrews and a guided-missile frigate joined forces to bust an alleged drug operation in the Pacific Ocean.

The interdiction started when an aircrew from Carrier **Airborne Early Warning Squadron (VAW) 77** recently spotted a suspicious "go-fast" boat south of Ecuador. They passed the information to **Combat Aircrew 4 of Patrol Squadron (VP) 94**, based at **Naval Air Station Joint Reserve Base New Orleans**.

"Once they were spotted, the go-fast boat's crew began throwing drugs into the water, so our **VP-94** crew threw markers out to allow the contraband to be recovered," said **LCDR Bob Hill**, officer-in-charge of **VP-94's** detachment in Puerto Rico.



The guided-missile frigate, **USS Boone (FFG 28)**, was recently involved in a major drug bust in the Pacific Ocean.

Shipmates

Aircrew Survival Equipmentman 2nd Class (AW/SW) Samantha Kilcup,

assigned to Aircraft Intermediate Maintenance Department, Misawa, Japan, is responsible for the last safety check of the survival equipment used by the aircrews of the P-3 and EP-3 aircraft. She keeps parachutes, life rafts, personal flight gear and other aviation survival gear in proper working condition. While the job is a bit stressful and demands concentration, the Seattle-native finds it rewarding. "You can never have too much training in my job. You learn to help others learn, and stress the importance of safety," Kilcup said.



OPSEC: Don't Overlook the Obvious

In January, a Sailor – trying to do the right thing by sharing time sensitive information with a colleague – downloaded a document from his secure e-mail account and e-mailed the classified message via a non-secure account, according to an "All Navy Europe" message. The recipient of the classified e-mail followed the proper procedure by notifying the network administrator, and a number of workstations were isolated for three days until an investigation could be completed.

Fortunately for all concerned, the document had been overly classified and did not contain secret information. The time it took to complete the investigation and time lost because workstations couldn't be used for three days, shows the unintended consequence of failing to follow proper operational security (OPSEC) procedures.

Although not everyone has a need for a SIPRNET (classified) e-mail account, each person

Story courtesy of the public affairs office, Naval Reserve Force, New Orleans

working in a military environment has incidental information that, when pieced together with other seemingly harmless information, can help our adversaries figure out valuable information about our procedures and operations.

LT Dan Bethel, regional information systems security manager for Naval Computer and Telecommunications Area Master Station, Europe Central, said this incidental information is so commonplace, we don't even think about its potential for usefulness to adversaries. As a result, we overlook the importance of protecting it in addition to maintaining a secure environment for classified information.

It's not just the handling of classified information we need to pay attention to; normal office procedures could present a hole in security, said Bethel. "A lot of people forget about the fact that fax machines are not secure," he said. "Just remember, if data is going over a non-secure phone line, it has the potential to be intercepted."

Besides fax machines, proper phone and e-mail usage are also a large part of OPSEC. "If you even think you might be discussing something that is operational," explained Bethel, "find a STU-III (secure telephone) and go secure. If you think an e-mail might be sensitive, get to a SIPRNET terminal and use it."

Another overlooked item is the non-secure computer workstation. Because of the huge volume of information available through the use of local computer terminals and the potential for damage to entire networks, computer users must be sure to follow proper OPSEC procedures with regard to their computers. One of the biggest oversights computer users can make has to do with their password, said Naval Support

Activity (NSA) Naples information systems security manager Guy Smoak. NSA Naples ISD regularly runs a password cracking utility program as a standard computer security measure.

"We used a common password cracking utility to try and crack passwords in Naples," said Smoak. "We were able to crack

Smoak said another technique is to use a pass phrase where the first letter of each word combines to become the password. For example, the sentence "Are you sure you want to buy a puppy today?" would convert into the password "aysywtbapt?"

The worst thing a person can do is to use a word directly

military environment, low-tech communications is also a concern. Bethel recommends a few items to help people remain on the safe side of OPSEC. For example, people should always check their garbage before it is taken out. Even if a document isn't designated as classified, if it's work-related, it's better to put it in a burn bag, just to be safe. Other items on the overlooked list are envelopes, notepads, planners and the ever-present "yellow stickies." Any piece of paper that might have something work-related on it should go into the burn bag.

Bethel also said that OPSEC is not limited to the job environment. If conversation at a restaurant turns to shop-talk, sensitive information can be disclosed accidentally. Also, family members who hear conversations and see e-mails can accidentally disclose information about operations or deployments. An unintentional disclosure of this type of information can cancel out months of operational planning and endanger lives worldwide. Our adversaries are watching and waiting and only need to be lucky occasionally to carry out their missions effectively.

The key to proper operational security is vigilance. While most people wouldn't willingly hand sensitive information to a known adversary, they don't often think to use a secure means of transmission. The result, however, is still the same – information getting into the wrong hands.

For related news, visit the Naval Support Activity Naples, Italy Navy NewsStand page at www.news.navy.mil/local/nsanaples. **NS**

Story by JOCS James Slater assigned to the public affairs office, Naval Support Activity Naples



Photo by PH3 Justin Proud

Protecting sensitive information is critical to the success of **USS Kitty Hawk's (CV 63)** mission. Operational Security (OPSEC) operates under the principle that one or more pieces of unclassified material, when put together, can damage security by revealing classified information.

50 percent of the passwords within the first four hours."

He said users could help increase security by choosing passwords that are harder to guess. "We found 80 to 90 passwords that used the word 'password' as the access code and another 40 or so that used 'Naples,'" said Smoak.

He recommended that passwords be at least seven characters long but that using 12 to 13 characters is much better. One way for users to make passwords harder to access is the use of substitutions. Users can substitute "1" for the letter "I;" "@" for the letter "a," or "\$" for the letter "s." An example: @\$Signed1963.

from the dictionary as a password – password-cracking utilities use dictionaries as a basis for their primary attempts to figure out passwords.

Smoak said another technique used to protect information is that of the password-protected screen saver. When not at their terminals, users should lock their workstations by pressing the following keys together: Control-Alt-Delete-K. An alternative is to use a password-protected screen saver that locks the terminal automatically if the computer is not used for a specified period of time.

While security of high-tech communications is routine in a

Fleet and Family Support Centers Help Citizens Support Sailors

The Fleet and Family Support Center (FFSC) program management office at Navy Personnel Command (NPC) is helping distribute "Honor Those Who Serve" message books compiled from people all over the United States.

The Veterans of Foreign Wars Foundation, in partnership with a major commercial organization, have collected letters from people who want to send their message of support to U.S. troops.

Boxes of the books are being shipped to FFSCs at fleet intensive and overseas installations for distribution to the ships and squadrons they support.

"Some of these messages are just extremely heartwarming," said Kit Decker, branch head of the Fleet and Family Support Center Program at NPC. "It is touching to see this kind of citizen support for our troops."

An example of the sentiment includes, "There are not enough words to say 'thank you' for putting your life on the line for my family. We pray for you and your families and hope you will soon be home with them. Wishing you happy holidays and God's blessings."

The books are compilations of art and feelings from school children and adults. Each of the three ring binders are individually prepared, some with elaborate material featuring photos and flags.

"I was asked how many books we could use," Ben Hill, management analyst for FFSC, "I said send what you have. I didn't realize how many they had." The FFSC received more than 1,000 binders with approx-

imately 100 letters in each.

For related news, visit the Chief of Naval Personnel Navy NewsStand page at www.news.navy.mil/local/cnp.

Story by JO2 Jeffrey Nichols who is assigned to the public affairs office, Navy Personnel Command, Millington, Tenn.

Center for Personal Development Brings New Vision to Navy

The Center for Personal Development's (CPD) goal is to maximize a Sailor's

human potential to enhance their professional potential. To accomplish this, CPD is working to create a Navy culture that promotes and encourages whole Sailor development.

"The Revolution in Navy Training is about developing Sailors professionally and personally," said Commander, Naval Personnel Development Command **RADM Kevin Moran**. "We are going to give Sailors every opportunity to be successful in their personal lives because this will give the Navy Sailors who are successful professionally."

The five areas of focus on the Personal Development Vector are interpersonal relationships, life skills, values, personal financial management and health (including physical fitness and wellness). In addition to these areas, the Personal Development Vector will also provide opportunities for Sailors to complete a college degree and earn certain industry certifications.

As the single point of contact for personal development, CPD will create a more manageable continuum of training

and education for Sailors throughout their personal lives, as well as their Navy careers.

"Because the Navy believes its people to be its No.1 resource, individualized personal development of Sailors is a major component of the training revolution," said Moran.

The recent establishment of CPD formalizes the process associated with that development. A product of the Navy's Revolution in Training, CPD will serve as the single resource for more than 200 programs once managed by the Navy's Bureau of Medicine, Chief of Naval Education and Training, and Navy Personnel Command. The center is ultimately a response to the Navy's commitment to leadership and an environment of excellence.

"The Navy is competing with industry for top talent, so you can expect the Navy to start competing like an industry," said **CPD Commanding Officer CAPT Jamie Barnett**. "Private industry now is interested in the way that the Navy plans to provide career advancement incentives for personal development. It is the revolution within the revolution."

Shipmates

Aviation Storekeeper 1st Class

(AW) Allan Rantins, is one of the top Sailors attached to **Fleet Air Reconnaissance Squadron 1, Detachment, Misawa, Japan**. His primary duties include the appropriation, distribution and shipping of more than 9 million dollars worth of supplies and material around the world. He recently volunteered as coordinator for the Asian Pacific Heritage Month activities at Misawa Air Base. Rantins' proactive commitment as the Command Drug and Alcohol Program Advisor resulted in zero alcohol-related incidents for the command. His supervisor, **CWO2 Tandy Holland**, said his active commitment to the command makes him a great Sailor. "Rantins is a superb Sailor who dedicates himself unselfishly to the command."



By creating an environment of learning, Sailors will be given the most up-to-date training, education and tools available to ensure their success.

"Our goal is to create a Navy in which all Sailors, both active and Reserve, afloat and ashore, are optimally assessed, trained and assigned so they can contribute their fullest to mission accomplishment," said **Chief of Naval Operations ADM Vern Clark**. "We owe those who promise to serve the best possible training throughout their Navy experience, so they can succeed and prosper in their professional and personal lives."

To learn more about the Navy's Revolution in Training and the Center for Personal Development, visit www.nko.navy.mil or www.excel.navy.mil.

For related news, visit the Naval Personnel Development Command/Task Force EXCEL Navy NewsStand page at www.news.navy.mil/local/tfe. **NS**

Story by JO2 Edward Flynn who is assigned to the public affairs office, Naval Personnel Development Command, Norfolk

“T

HE MOMENT IS NOW. The time has come when I ask you to be ready,” said **Chief of Naval Operations ADM Vern Clark** during a recent speech to the Sailors and Marines assigned to Naval Support Activity, Bahrain.

Being ready is something that the military members stationed in the U.S. Navy’s 5th Fleet area of operation (AOR) understand well. Ever since the Navy established its first command in the Middle East, Jan. 1, 1949, known then as Persian Gulf Area Command, they have been demonstrating their abilities in this region of the world.

The CNO understands the effect Sailors and Marines have in the Arabian Gulf region and the personal sacrifices each member has made being away from their family and friends.

“The work you have accomplished over here is what guarantees those comforts, those freedoms and those liber-

ties for all the folks back at home,” said Clark. “You should all be proud of the work you have done, and you should not underestimate the size and the magnitude of the contribution you all are making.”

After the terrible actions against the United States on Sept. 11, 2001, the focus of 5th Fleet has changed slightly from establishing a forward presence to inhibit conflict through deterrence, to fighting terrorism wherever it presents itself.

President Bush said in a speech given at last year’s U.S. Military Academy commencement ceremony, “History has also issued its call to your generation ... We will defend the just peace against threats from terrorists and tyrants ... Building this just peace is America’s opportunity and America’s duty.”

“We must take the battle to the enemy, disrupt his plans and confront the worst threats before they emerge,” the President continued. **Operation Enduring Freedom** was launched just for that reason, and the Sailors and Marines in the Central

Photo by PH1 Brien Aho



▲ **SW3 Gary Washburn** of **Naval Mobile Construction Battalion (NMCB) 5** uses a torch to shave metal off a sentry gate latch that needed repair during the construction of a 500-man tent camp for future operations in the Central Command AOR.



Trained & Ready

◀ **Marines from India Company, 11th Marine Expeditionary Unit** begin small boat operations at sunrise. India Company is conducting exercises in the U.S. Central Command AOR during its deployment to the Western Pacific, Indian Ocean and Arabian Gulf regions.

Photo by PH2 Aaron Peterson



► **BM3 Shauna Hailes**, assigned to **Beach Master Unit (BMU) 2**, signals “green beach” to a **Landing Craft Utility (LCU)**. Sailors from **BMU 2** are currently aboard **USS Nassau (LHA 4)**.

Photo by PH2(SW) Michael Sandberg



Photo by PH2 Aaron Peterson

◀ **U.S. Marines** from the **11th Marine Expeditionary Unit/India Company** offload from **U.S. Naval Landing Craft 1629** in **Zodiac** boats during exercises in the U.S. Central Command AOR.

Command AOR have responded to the call.

As U.S. Forces exhibit an ever-expanding presence in the Arabian Gulf region, Sailors and Marines are participating in various exercises and operations to hone their skills and prepare for the potential call to demonstrate their capabilities.

Seabees of **Naval Mobile Construction Battalions 5 and 74**, have poured thousands of man-hours into building landing strips, parking pads, ammunition supply depots and camps for incoming forces.

The ships of **Mine Countermeasures Division 31** have been surveying the shipping lanes and keeping the waters safe for the rest of the fleet, coalition naval forces and commercial shipping.

The Amphibious Ready Groups provide Marines the capability to land on the beaches at various locations in the Arabian Gulf using different amphibious assault vehicles that emerge from the belly of ships such as **USS Nassau (LHA 4)** and are designed to be the Marines' first on-the-scene force.

Sailors aboard **USS Constellation (CV 64)**, continuously perform a ballet of chocking, chaining and launching jets on board its flight deck supporting **Operation Southern Watch**, the coalition established no-fly zone over Southern Iraq.

Whether in support of **Operation Southern Watch**, or in the bitter cold and exhausting heat of Afghanistan's **Operation Enduring Freedom**, Sailors and Marines in the CENTCOM AOR have been keeping watch, maintaining a forward presence and making sure they are ready in the event the call to strike comes.

Master-at-Arms Seaman Elizabeth Rice, from the Bahrain Physical Security team, summed up the sentiments of the Sailors and Marines forward deployed and waiting on further direction from the President, "Nobody knows what's going to happen, but when and if that time comes, we are ready." **SS**

Aho is a photojournalist assigned to Fleet Combat Camera, Atlantic

► **EN2 Kak Namkung, MM3 Ismael Rizo and DC2 Garret Addler** of the Navy Harbor Patrol escort **U.S. Army Vessel (USAV) Theater Support Vessel (TSV-1X) Spearhead** as she departs from a port within the Central Command AOR. The Navy has taken over harbor patrol duties from the U.S. Coast Guard.



▲ **A member** of the boarding team from **USS Cushing (DD 985)** stretches from one cargo container to another aboard a United Arab Emirates shipping vessel during a maritime interception operation.

◀ **U.S. Marines** from **24th Marine Expeditionary Unit (Special Operations Capable)** commence a heightened security watch, during the initial stage of **Exercise Image Nautilus** off the coast of Djibouti.

▼ **Members of USS Cushing's (DD 985)** boarding team use the accommodation ladder to board their ship following a mission. **Cushing's** boarding teams have been conducting Maritime Interception Operations against vessels carrying illegal cargo in the Arabian Gulf.

Photo by PH2 (SW) Michael Sandberg





Policing the Gulf

Sailors from *USS Valley Forge* (CG 50) are out in the Arabian Gulf day and night, boarding suspicious vessels, looking for contraband cargo and herding smuggler traffic back to where they are supposed to be. These Maritime Interdiction Operations (MIO) boarding teams are enforcing the United Nations mandated sanctions against Iraq.



► **Members of *USS Valley Forge's* (CG 50) VBSS team head back to the ship after completing an inspection.**



▲ **FC2(SW) Von Carmack** climbs out of a cargo hold after searching it for contraband.

“MIOs in the Arabian Gulf had a record-breaking year in 2002 with 3,016 boardings, more than twice the number from 2001,” said **CDR Neil Hanson**, MIO coordinator for COMNAVCENT/5th Fleet.

“Part of the success has been the willingness of countries like Iran, Kuwait and the United Arab Emirates to become more committed and vigilant in their efforts to stop these smugglers,” **Hanson** continued.

“MIO is just one of the tools the international community uses to force the Iraqis to comply with the U.N. disarmament conditions, which were set after the Gulf War,” added **Hanson**.

Valley Forge has three Visit, Board, Search and Seizure (VBSS) teams, consisting of 13 members each. Each team can be split in two, depending on the mission. Since their arrival in the Gulf, the teams have boarded dozens of large cargo vessels and oil tankers, turned around hundreds of smuggler’s dhows and stopped more than 200 tons of contraband dates and 100,000 barrels

of Iraqi oil.

Within each VBSS team, there are three sweep teams. Team 1, does the initial security sweep, to ensure the entire crew is gathered in one area, and is responsible for going through all the staterooms, checking for contraband or hidden crewmembers. Team 2, secures the bridge, inspects the crew’s passports and ship’s papers and gathers all the information on the vessel’s communication gear. Team 3 is responsible for the engineering compartments and ensures the vessel is actually seaworthy.

“We’ve boarded ships that were in such bad shape that water was flowing right past the seal around the shaft, and had to be constantly pumped out,” said **Electronics Technician 2nd Class (SW) Lance Howell**.

For the Sailors on the VBSS teams, this isn’t even their full-time job. Serving on these teams is a collateral duty, so on top of their every-day workload, these hard-working Sailors are ready at a moments notice, day or night to man the RHIBs and enforce United Nations sanctions.

“The ship really works it out well for us; the Sailors on all three teams are taken off the underway watchbill, so we’re ready to go whenever the call goes out,” said **Howell**.

And it’s not just the small dhows the teams are after. These teams

go after the big boys too. Imagine climbing 40 meters up a rope ladder; scaling the steel side of a super-tanker, while carrying weapons, radios and other tactical gear, not knowing just what to expect when you pop over the side.

With the large cargo ships, the teams

As they board the decrepit wooden vessel, every Sailor on the team is 100 percent alert; looking for danger and ensuring all of the vessel’s crew members are rounded up and on deck before beginning their search.



Policing the Gulf

▲ **Two members of Valley Forge’s** VBSS Team 2 hold their Rigid Hull Inflatable Boat tight to the side of a cargo ship as other team members board the vessel to conduct an inspection.

◀ **While other members** of his VBSS team inspect the inside of a cargo hold, **FC2(SW) Von Carmack** keeps an overhead watch on their movements.

start all the way up at the bow and work their way back to the stern. Along the way, they look for any fresh welding, new spaces or areas that are freshly painted when the rest of the boat has been neglected, or a lot of cargo stacked in one area to hide a void. Anything that looks out of place is suspect.

Some of the larger container cargo



▲ **FC2 Eliu Cordova** climbs a 50-foot boarding ladder while conducting a Visit, Board, Search and Seizure (VBSS) inspection on a cargo ship.

ships may take up to two days to search and clear, but these guys love what they do, and they know they're making a difference.

"Since we got here, the smugglers know that if there's a helo in the air, one of our RHIBs will be on the water. The smuggler traffic slows down when we're out there," said **Gunner's Mate 1st Class (SW) Michael Webb**, a member of VBSS Team 2, and **Valley Forge's** armorer.

Besides boarding vessels in search of contraband, the **Valley Forge** VBSS teams



▲ **EM2(SW) Lance Howell** listens for instructions from the assistant boarding officer while his team conducts an engineering inspection of a cargo ship.

also do health and welfare inspections, making sure the crews are healthy, have enough food and water, and ensuring their vessel is seaworthy enough to make the next port of call.

"The conditions on some of these ships are pretty horrendous; roaches everywhere, and fresh water holding tanks that are less than hygienic. We've had situations where we actually brought over food and water to a vessel that was running low and had terribly unsanitary conditions," said **Howell**.

Although the majority of MIOs are conducted during the day, with the full cooperation of the vessel's crew, VBSS Team 2 recently conducted a night operation. The team headed out in total darkness — no running lights, no navigation lights — only night vision goggles (NVGs) and the glow of phosphorescent plankton in their bow wake to guide them.

"Going in dark gives us the element of surprise," said **Chief Fire Controlman (SW) Tim Gallihugh**, **Valley Forge's** assistant boarding officer VBSS Team 2.



WAR & READINESS Policing the Gulf

MIO is just one of the tools the international community uses to force the Iraqis to comply with the U.N. disarmament conditions, which were set after the Gulf War.



▲ **Contraband material is sometimes hidden** under large piles of crates and boxes. **GM2 Rob Nelson** (left), and **FC2 James Lowry** move boxes of yarn to determine if there is any contraband underneath.

◀ **EM2(SW) Lance Howell**, and **ST2 Mark Kavalesky** measure the fuel tanks of this vessel, which could be converted to hold smuggled crude oil from Iraq.

► **ENS Al Estevez** questions a ship's captain about some of his paper work. As boarding officer, he is in charge of all facets of a Visit, Board, Search and Seizure inspection.



► **FCC(SW) Tim Gallihugh**, the assistant boarding officer for **USS Valley Forge (CG 50)**, watches as the cargo inspection team searches a holding bin for contraband during a Visit, Board, Search and Seizure inspection.



Their target is in sight and as they approach, the boarding officer makes the call; "Light 'em up!"

Powerful spotlights slice through the night, illuminating a darkened smuggler's dhow heading south with what appears to be a load of contraband Iraqi oil lashed to her deck.

"The dhows that have running lights aren't the ones we're looking for; they're usually just fishermen, said **Howell**. "It's the dark runners that are usually the smugglers. But with NVGs, they can't hide from us."

Team members yell out to the crew in Arabic as they come alongside and the dhow's crew responds by hanging a rope ladder over the side.

As they board the decrepit wooden vessel, every Sailor on the team is 100 percent alert; looking for danger and ensuring all of the vessel's crewmembers are rounded up and on deck before beginning their search.

"Once we've got the crew all in one

place, we try to gather as much information from them as possible," said **Webb**. "It's kind of a good cop – bad cop thing. I play the stern guy, and **ET2 Rolando Roblesnavarro** is the good guy. We call **Roblesnavarro** the "Senator," because he's so outgoing and can strike up a conversation with just about anyone and get them to open up.

"While all this is going on, I'm writing everything down; living conditions, attitudes toward a possible war, attitudes toward America," **Webb** continued. "It's amazing how much some of these guys will talk with the right person asking the questions."

After the crew is secured, a thorough search of the vessel shows that the vessel is, in fact, carrying contraband oil. Their documents and certifications are copied to be used for future reference, and the team records the model name, serial number and frequencies of the cargo ship's radios for possible future monitoring. The vessel is then turned around

and sent back to where they came from. No contraband oil will get through this night.

"The navigation maps used by ships are a good way to determine if the ship is suspected of carrying any illegal contraband, because all their positions and ports of call are supposed to be marked," said **Howell**. "You can look at the charts and know right away if they've been erasing things. We see a lot of charts with a course to and from Iraq hastily erased when they've tried to cover their tracks," **Howell** added.

"We've never had a boarding that's gotten out of hand, and probably never will," said **Webb**. "But if the situation were to come up, we'd do just fine. All the guys are highly trained and ready for any situation. We're all proud to be out there making a difference." ■

Houlihan is a photojournalist assigned to All Hands and Eklund is a photojournalist assigned to Combat Camera, Atlantic



Policing the Gulf



◀ **Scaling the side of a supertanker** while loaded down with weapons, radios and other tactical gear isn't easy, especially when you don't know what you'll be seeing at the top. At least the trip back down to the RHIB is a little easier.



Photo by Marine Corps Capt. Will Klumpp

HUNT THE

MOUNT WHITNEY TRACKS TERRORISTS OFF THE HORN OF AFRICA



Photo by PH1 Joe Bullinger

Story by JO1 O'Dell Isaac II

Fed up with the acid rain from the dark cloud of international terrorism, the United States has been building its military might in the east Africa region in an effort to identify, track and crush terrorist activity at the grass-roots level. An integral part of that anti-terrorist force is *USS Mount Whitney* (LCC/JCC 20), which departed from her homeport in Norfolk to use her unique array of resources in support of Operation *Enduring Freedom*.

▲ **Second Fleet flagship** *USS Mount Whitney* (LCC/JCC 20) is participating in *Joint Task Force Exercise 01-3*.

◀ **Spanish marines** on the Godoria Range in Djibouti observe the impact of rounds fired from *USS Briscoe* (DD 977) during naval shore fire support training. Forces from **Combined Joint Task Force - Horn of Africa**, along with other coalition partners, practiced coordinating maritime strike assets in a simulated mission environment.



Photo by JOC(SW) Robert Benson

THE HUNT



Photo by JOC(SW) Robert Benson

▲ **Amid exhaust** from ship's diesel generators, Marines from the 2nd Marine Division board **USS Mount Whitney (LCC/JCC 20)** while in Morehead City, N.C.

▲ **Marines practice** live fire exercises on the fantail of **USS Mount Whitney (LCC/JCC 20)**.

► **CAPT David Prothero**, commanding officer of **USS Mount Whitney (LCC/JCC 20)**, oversees flight operations on the ship's flight deck while the Spanish ship **Panito** steams in the background.

The 32-year-old ship had been scheduled to begin a six-month shipyard maintenance period in January. But when the President upped the ante in the war on terrorism, *Mount Whitney* got the short-notice call to embark on an unscheduled deployment in early November. The ship's Commanding Officer, **CAPT David Prothero**, has always stressed flexibility to his Sailors, and it became a vital trait as crew members canceled their holiday plans, packed their seabags, kissed their loved ones goodbye and shoved off.

"The crew has reacted with incredible flexibility," Prothero said. "They changed their plans and shifted into deployment mode with almost no notice, and without complaint."

On station with *Mount Whitney's* crew of 560 is the Combined Joint Task Force – Horn of Africa (CJTF-HOA). Headed by Marine Corps **Maj. Gen. John Sattler**, the task force is comprised of approximately 1,300 service members – 400 aboard *Mount Whitney* and another 900 at Camp Lemonier in Djibouti, a tiny

*"They changed their plans
and shifted into deployment
mode with almost no notice,
and without complaint."*



Photo by JOC(SW) Robert Benson

It's a known fact that when world events turn ugly, one of the first questions asked is, "Where's the nearest aircraft carrier?" The next question is usually, "Where's the nearest combat camera team?"

These teams, made up of highly-trained, combat-ready photographers, journalists and Sailors in other ratings, are ready to deploy at a moment's notice. Their primary mission is to take photos and produce videos supporting operational and planning requirements during world crises, contingencies, exercises and wartime operations. Combat camera's still and video photography covers various aspects of military operations, deployments and activities, before, during and after military engagements, operations and emergency actions.

Each branch of the military has combat camera assets trained to work in a joint environment. Often a deployed team is comprised of photographers from several services, giving a view of the entire operation.

Because a "picture tells a thousand words," the imagery provides senior military officials a better view of what is actually taking place in a specific area.

The following photographs represent a wide variety of the operations, training exercises and other events as seen through the eyes of combat camera Sailors. S

Strawser is a photographer and assistant editor assigned to All Hands

▼ PHC Johnny Wilson braces his camera for a steady shot of paratroopers in Bahrain.

Photo by PH2 Aaron Peterson



Combat Camera Teams are Everywhere,
Providing Valuable Photographic
Documentation of the Navy's Efforts

Capturing the Action

◀ **An aerial gunner** deployed to the Combined Joint Task Force-Horn of Africa (CJTF-HOA), communicates with the pilot during pre-flight checks prior to departure in an MH-53 helicopter for a mission. CJTF-HOA service members are deployed to Camp Lemonier in Djibouti, Africa, to combat terrorism in support of Operation *Enduring Freedom*.

country seated centrally in the Horn of Africa region. The camp is strategically placed to allow the task force to track terrorist activity in nearby Kenya, Somalia, Ethiopia, Eritrea and Sudan, as well as Yemen, the location of the deadly October 2000 attack on **USS Cole (DDG 67)**.

Mount Whitney, a joint command ship, boasts communications systems unmatched by any other afloat force. The state-of-the-art command, control, communications, computers and intelligence (C4I) capabilities allow the task force to gather and fuse critical intelligence while on the move, and enables information sharing among the staff, coalition partners and centers of excellence in the United States and abroad.

Victory in the war on terrorism will be partially contingent upon building a strong alliance with friendly nations. To that end, **Mount Whitney** and CJTF-HOA are conducting training operations with ships from Spain, Germany, France and Italy, in an effort to improve interoperability between the maritime forces. Also, Sattler and other key task force members have met with leaders in Djibouti, Yemen, Kenya, Eritrea and Ethiopia.

The primary difficulty in the war on terrorism is in hunting an enemy whose greatest asset is its chameleon-like ability to blend in with its surrounding environment. **Prothero** cautions that the war will likely require years of commitment.

"There's a chance that our children will be fighting the same war," he said, "but terrorism must be eliminated. The efforts in Afghanistan after 9/11 freed an oppressed people and put terrorists on the run. Now we're off to a good start in putting them on notice here in the Horn of Africa." ✎

Photo by U.S. Air Force Staff Sgt. Matthew Hansen

"There's a chance that our children will be fighting the same war," he said, "but terrorism must be eliminated."



Photo by PH3 Scott Phillips

◀ **GM3 Nicholas Barnett** performs maintenance on an M-60 machine gun following a gun quarters exercise on the main deck of the amphibious command ship **USS Mount Whitney (LCC/JCC 20)**.

▶ **Sailors aboard** the amphibious command ship quickly move more than 100 pallets of supplies received during a vertical replenishment in the Gulf of Aden.

▶ **Rainbow sideboys** salute VIPs from Djibouti as they depart **USS Mount Whitney (LCC/JCC 20)**.



Photo by JOC(SW) Robert Benson



Photo by PH3 Scott Phillips

Capturing the Action



► **Aboard USS Tarawa (LHA 3)** Army National Guard members from Texas get ready for a training exercise as part of Joint Shipboard Integration Program, J-SHIP.

Photo by PH2 Andrew Meyers

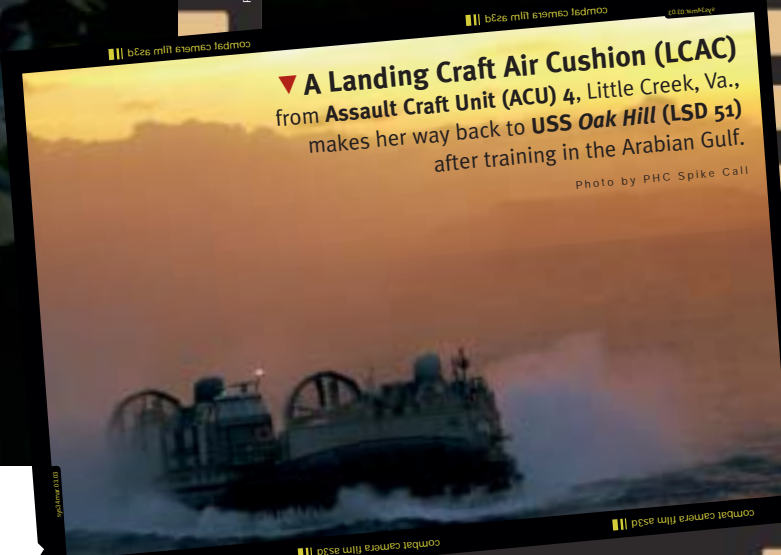
▼ **Members** of Fleet Combat Camera Group Pacific document troop movement using night vision equipment during **Exercise Fast Focus**.



Photo by PH1 Arlo K. Abrahamson

▼ **A Landing Craft Air Cushion (LCAC)** from Assault Craft Unit (ACU) 4, Little Creek, Va., makes her way back to **USS Oak Hill (LSD 51)** after training in the Arabian Gulf.

Photo by PHC Spike Call



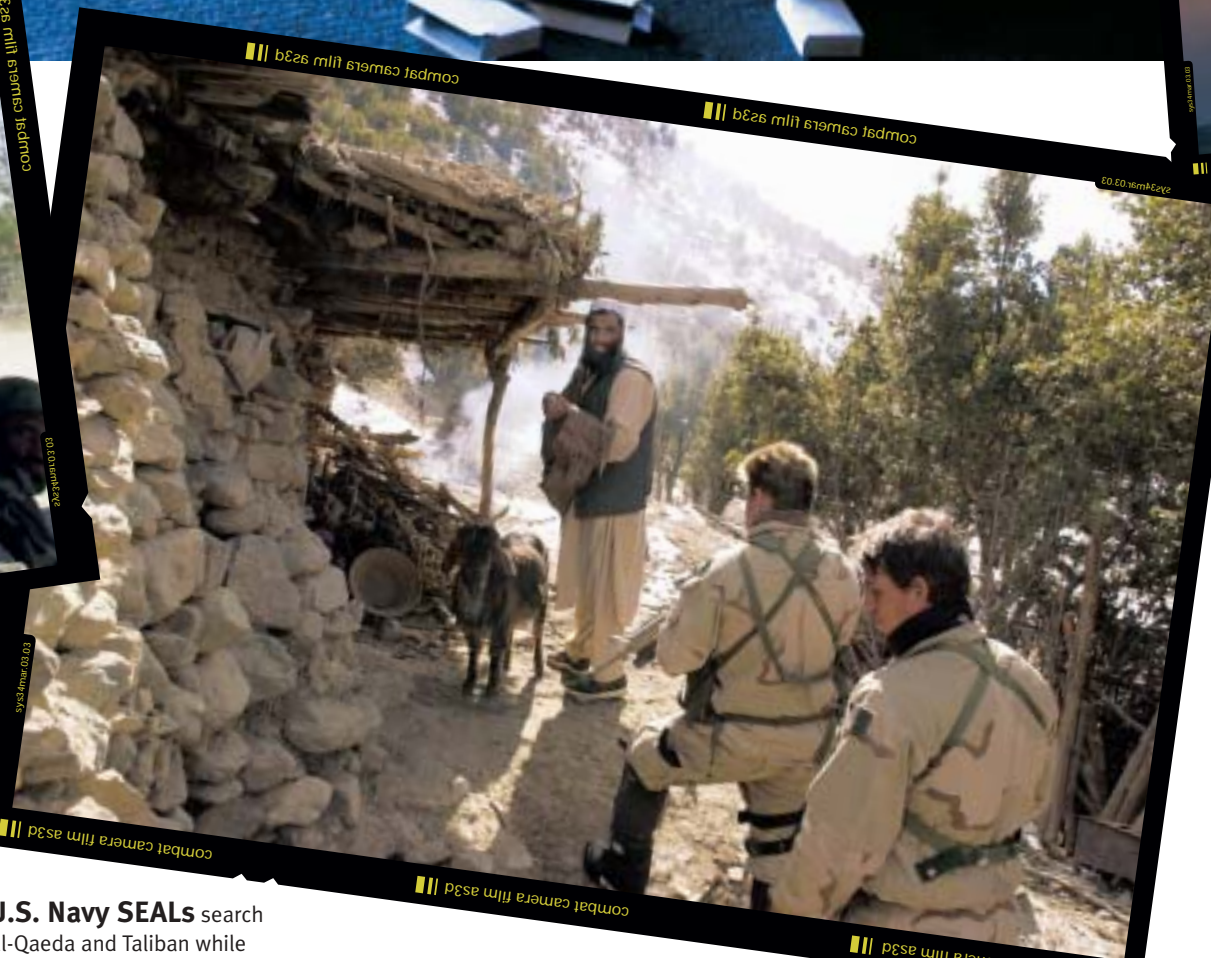
► **A U.S. Marine** wears a scarf to protect himself from harsh winds and dusty conditions while standing guard at a check point at Bagram Air Base, Afghanistan.

PH1(SW) Arlo K. Abrahamson



◀ **Philippine soldiers** from 18th Infantry Battalion put on camouflage before a reconnaissance exercise.

Photo by PH2 Andrew Meyers



▲ **U.S. Navy SEALs** search for al-Qaeda and Taliban while conducting a Sensitive Site Exploitation mission in the Jaji Mountains, Afghanistan.

Photo by PH1 Tim Turner

▼ **PHC Dave Kosling** documents destruction at ground zero.



Photo by PH2 Aaron Peterson

▼ **PH2 Aaron Peterson** photographs Bahrain military during a joint exercise in Bahrain.



Photo by PHC Johnny Wilson



Capturing the Action

► **CE1(SCWS/DV) Todd Horne** of Underwater Construction Team (UCT) 1, Little Creek, Va., teaches underwater emergency procedures to a Baltic States navy diver, at the Baltic Sea Diving Training Center, Latvia.

Photo by PH1 Tina M. Ackerman

▼ **Aircrew are lifted** from the flight deck during a Special Purpose Insertion/Extraction (SPIE) exercise aboard **USS John F. Kennedy (CV 67)**.

Photo by PH1 Jim Hampshire

► **AB3(AW) Tara Fernando** helps **AN Carlos Oquendo** for his Aviation Warfare Specialist Qualification while at sea aboard **USS Bonhomme Richard (LHD 6)**.

Photo by PHC Spike Call

► **Marine Corps Cpl. Enrique Escobedo** from Riverside, Calif., brushes his teeth in a clay dwelling near Camp Rhino, Afghanistan.

Photo by PH2 Andrew Meyers

▼ **PH2(SW/DV) Eric Lippmann** of Fleet Combat Camera Atlantic, captures video imagery of a U.S. Marine firing an M-16 during a training exercise in Djibouti.



Photo by PH2(SW) Michael Sandberg

▲ **A Sailor mans** a .50 caliber machine gun in response to possible intruders swimming up to **USS Rushmore (LSD 47)** during the nighttime portion of the force protection training held at **Pier 8**, Naval Station San Diego.

Photo by PH1 Edward G. Martens

▲ **A round leaves the barrel** of **USS John S. McCain's (DDG 56)** five-inch gun during Naval Shore Fire Support of an amphibious attack on Shoal Water Bay Training Area as part of **Exercise Tandem Thrust 2001**.

Photo by PH2 Andrew Meyers

▼ **PH1 Sonya Moore** documents ships departing Norfolk Naval Station to assist with harbor defense after the attacks of September 11th.



PH1(AW) MarthaEllen Baill

▼ **PH1 John Luckenburgh** photographs Combat Camera Atlantic weapons training held on Fort AP Hill, Va.



Photo by PH1(AW) Shane T. McCoy

Capturing the Action



▲ **A Platte County volunteer** fire fighter provides stability to his partner as he battles flames at a simulated motor vehicle accident site during **Exercise Diligent Warrior**, Camp Guernsey, Wyo.

Photo by PH1 Arlo K. Abrahamson



▲ **BM1 Michael J. Rivera**, LPO of Deck Department watches from behind the hangar door as an **SH-60B Sea Hawk** of **HSL-48** lands on **USS San Jacinto's (CG 56)** flight deck in support of **Operation Enduring Freedom**.

Photo by PH1 Michael W. Pendergrass



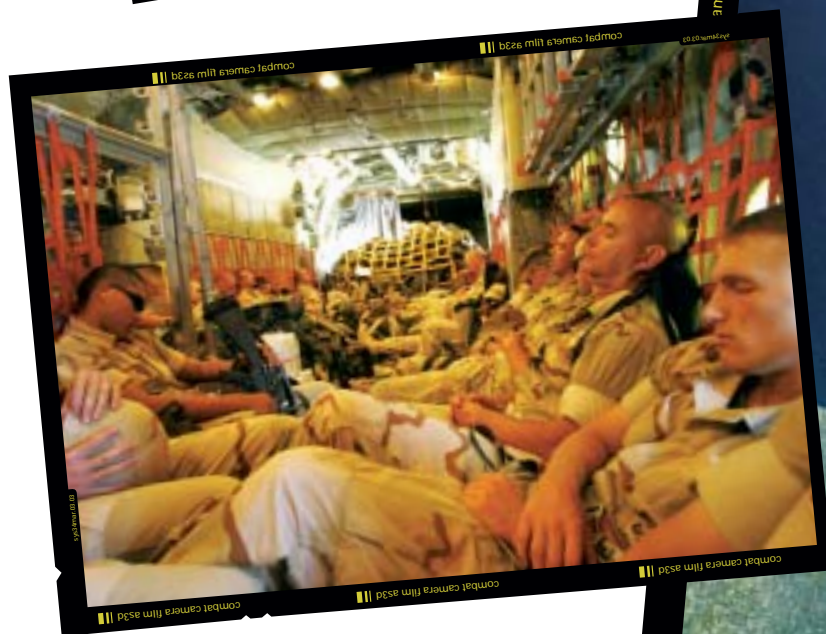
▲ **PHC Johnny Wilson** photographs an aircrewman from **Helicopter Mine Counter-measures Squadron (HM) 14**.

Photo by PHC Johnny Wilson



▲ **U.S. Marines** on-board **USS Wasp (LHD 4)** conduct small arms fire training.

Photo by PHC Johnny R. Wilson



▲ **Marines of Task Force India**, 4th Marine Expeditionary Brigade Anti-terrorism (4th MEB AT) relax on an Air Force C-130 aircraft.

Photo by PHC Johnny R. Wilson



▲ **PH1(DSW) Chadwick Vann** shoots video of the inside of **Monitor's** turret after a section of armor belt was removed to facilitate lifting the turret during the raising of the ship, July 6, 2002.

Photo by PHC(SW/DV) Eric J. Tilford



▲ **USS San Jacinto (CG 56)** and **USS Harry S. Truman (CVN 75)** receive fuel and supplies during an early morning underway replenishment with **USNS Kanawha (T-AO 196)**.


Photo by PH1 Michael W. Pendergrass

SECURING BAHRAIN

“Security is done a little differently over here in Bahrain,” said Master-at-Arms 2nd Class (SW) Reggie Smoot, a physical security specialist stationed at Naval Support Activity, Bahrain. “You really need to be alert all the time, and treat those little things that come up with the same amount of scrutiny as the big ones.”

And the Sailors at **NSA Bahrain** are all about the little things. From the moment you approach the gate, it’s very apparent that all the i’s are dotted and the t’s are crossed. Every contingency is covered. These Sailors are dead serious about their jobs.

“It’s been a really good experience being here for the past 15 months. I plan to take the things I’ve learned here with me to my next duty station because most installations don’t have as comprehensive a force protection program as **NSA Bahrain**,” said Smoot.

In an unstable region, and an uncertain world, the dedicated Sailors and Marines who man the gates and walk the fences of **NSA Bahrain** are doing their part to protect those who strive for freedom abroad. 

Houlihan is a photographer and photo editor assigned to All Hands

Eye on the Fleet

Eye on the Fleet is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for **high impact**, quality photography from **Sailors** in the fleet to showcase the American Sailor in **action**.



◀ **Re-Breath Deep**
American and French Explosive Ordinance Disposal technicians conduct a joint training dive using the MK-16 rebreather unit.

Photo by PH2 Jeffrey Lehrberg



◀ **Blind Determination**
YN3 Tim Taylor, a Reservist assigned to **Mobile Diving and Salvage Unit Det. 220**, Alameda, Calif., practices building a flange while blindfolded. The exercise indoctrinates the students to work in the dark environment of the ocean.

Photo by PHC Chris Desmond

▼ **Hawk's Hornet**
An **F/A-18 Hornet** rests on the bow of **USS Kitty Hawk (CV 63)**. While usually providing a forward presence in the Asia/Pacific region, **Kitty Hawk** is currently in the CENTCOM AOR.

Photo by PH3 Todd Frantom



◀ **Full Service Lane**

The fast combat support ship **USNS Supply (T-AOE 6)** pulls along side **USS Theodore Roosevelt (CVN 71)** for a replenishment at sea. The carrier is conducting training exercises in the Caribbean Sea while preparing to deploy to the U.S. Central Command area of responsibility.

Photo by PH2 Jeremy Hall



▲ **SEALs Setdown**

U.S. Navy SEALs, underway with **USS Harry S. Truman's (CVN 75)** Battle Group for Joint Task Force Exercise (JTFEX), fastrope onto the fantail of **USS Oscar Austin (DDG 79)**.

Photo by PH1 Michael Pendergrass

▶ **Go Dog Go** ▶
Military Working Dog (MWD) Maco, an explosives/patrol dog assigned to Naval Support Activity Souda Bay, Crete, jumps through a window on the MWD obstacle course during a training session with his handler **MA2 Andrew Phelps**.

Photo by Paul Farley



To be considered, forward your **high resolution (5"x 7" at 300 dpi)** images with full credit and cutline information, including **full name, rank and duty station**. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date. Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil

Mail your submissions to:
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Eye on History

Eye on History is a monthly photo feature sponsored by the Naval Historical Center.

For more photos pertaining to naval history, go to www.history.navy.mil.



▲ 1969

The body of **SN Duane Hodges**, killed during the capture of **USS Pueblo (AGER 2)**, is transferred during the release of the ship's crew by North Korea. On Jan. 24, 1968, **Pueblo** was captured off the coast of North Korea. After 11 months in captivity, **CDR Lloyd Bucher** led his crew of 82 men to South Korea, back into the hands of the U.S. allied authorities.



1962 ►

The crew of **USS Bon Homme Richard (CV 31)** enjoy the swimfest. The ship was on her way to join the 7th Fleet in the Far East when they stopped for swim call.



1959 ▲

Margot Doukas, an American Red Cross volunteer "Grey Lady," takes a shopping order from **Lance Cpl. Raymond MacAtee** at Naval Hospital, Yokosuka, Japan. Shopping for bed-ridden patients is one of the many jobs done by the volunteers.



▲ 1943

Dorothy Waiwairole cuts steel to be shipped back to the mainland for use in new ships. Pearl Harbor Navy Yard workers like Dorothy were salvaging raised ships that had been sunk during the Japanese attack, Dec. 7, 1941.



◀ 1983

A flight deck crewman on **USS Callaghan (DDG 994)** directs an AH-2F helicopter during operations in the Northern Sea of Japan.

Photo by PH1 Paul Soutar

U.S. Navy Photos Courtesy of the Naval Historical Center

Navy Mourns Loss of Space Shuttle *Columbia* Crew

Space Shuttle *Columbia* with its crew of seven, including three Navy officers, was lost Feb. 1, during its re-entry to Earth's atmosphere following a mission that began Jan. 16, 2003.

Dead are Air Force **Lt.Col. Michael P. Anderson**, payload commander; Navy **CAPT David M. Brown**, mission specialist; **Kalpana Chawla**, mission specialist; Navy **CDR Laurel Blair Salton Clark**, mission specialist; Air Force **Col. Rick D. Husband**, mission commander; Navy **CDR William C. McCool**, pilot; and Israeli Air Force **Col. Ilan Ramon**, payload specialist.

Acting Secretary of the Navy the **Hon. Susan M. Livingstone** released a statement Feb. 1, following the accident, saying, "Today's tragic events have deeply saddened all Americans and people around the world. The astronauts of the Space Shuttle *Columbia* represent the best in humanity. The courage, service and sacrifice of these explorers are an inspiration to us all. As we grieve for the loss of all aboard, the Navy mourns the loss of three of our family who flew aboard *Columbia*. To their families we offer our heartfelt sympathy and prayers.

"**CAPT Dave Brown**, **CDR Laurel Clark** and **CDR Willie McCool** will be always remembered for their bravery and their commitment to their nation. May God Bless each of the crew of *Columbia* and their families. The men and women of the Navy and Marine Corps are with you."

Chief of Naval Operations **ADM Vern Clark** echoed the acting secretary's comments, saying, "Today our Navy family mourns the loss of three of our shipmates. **CAPT David Brown**, **CDR Laurel Clark** and **CDR William McCool** dedicated themselves to a lifetime of service. Their sacrifice, commitment and passion for excellence are personal examples to all of their shipmates who are privileged to wear the cloth of our nation. Our thoughts and prayers are with the families of our fallen shipmates, as well as the families of all the

astronauts who made the ultimate sacrifice today."

Selected by NASA in April 1996, **Brown**, **Clark** and **McCool** were making their first space flight.

Brown, 46, a naval aviator and flight surgeon, served as mission specialist 1 for STS-107. **Brown** received a Bachelor of Science degree in biology from the College of William and Mary in 1978 and a doctorate in medicine from Eastern Virginia Medical School in 1982.

Clark, 41, a naval flight surgeon, had been selected for promotion to captain. She was mission specialist 4 on STS-107. **Clark**

received a Bachelor of Science degree in zoology from the University of Wisconsin-Madison in 1983 and a doctorate in medicine from the same school in 1987.

McCool, 41, was a former test pilot. He served as pilot for STS-107. He received a bachelor of science degree in applied science from the U.S. Naval Academy in 1983, a master of science in computer science from the University of Maryland in 1985, and a master of science in aeronautical engineering from the U.S. Naval Postgraduate School in 1992.

Columbia's mission STS-107 was dedicated to research in physical, life and space sciences, conducted in approximately 80 separate experiments, comprised of hundreds of samples and test points. The seven

astronauts worked 24 hours a day, in two alternating shifts.

For more information on the investigation of what caused *Columbia's* tragic accident, see www.nasa.gov. Specific information on the crew is available at www.nasa.gov/columbia/crew/index.html.

For related news, visit the Chief of Naval Personnel Navy NewsStand page at www.news.navy.mil/local/cnp. 

Story courtesy of the public affairs office, Chief of Naval Personnel, Washington, D.C.



Photo courtesy NASA

All seven members of the Space Shuttle *Columbia* perished when the shuttle broke apart during reentry, Feb. 1, 2003. From left: Navy **CAPT David M. Brown**, mission specialist; Air Force **Col. Rick D. Husband**, mission commander; Navy **CDR Laurel Blair Salton Clark**, mission specialist; **Kalpana Chawla**, mission specialist; Air Force **Lt.Col. Michael P. Anderson**, payload commander; Navy **CDR William C. McCool**, pilot; and Israeli Air Force **Col. Ilan Ramon**, payload specialist.

AW1(AW/IUSS/NAC) Bill Ball:

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